

CITY OF COLFAX

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

DECEMBER 12, 2013

NOTICE IS HEREBY GIVEN pursuant to California Public Resources Code Section 21092 and CEQA Guidelines Section 15072 that the City of Colfax has prepared and proposes to adopt a Negative Declaration in connection with the project described in this notice.

PROJECT TITLE: Housing Element Update (#PL-02-13)

PROJECT LOCATION: Citywide, Colfax, Placer County, California

PROJECT DESCRIPTION: #PL-02-13/Housing Element Update. The purpose of the Housing Element is to identify and analyze existing and projected housing needs in order to preserve, improve and develop housing for all economic segments of the community, including the special housing needs of large families, disabled, developmentally disabled, female headed households, homeless and seniors. The Housing Element is a policy-level document that does not include site-specific development plans. The update to the Housing Element does not propose any changes in land use designations of the Land Use Element of the General Plan, nor does it revise, replace or attempt to supersede existing development policies, standards or procedures that are in place to ensure compliance with the City's Municipal Code and General Plan policies. Future development applications submitted for parcels within the City of Colfax would be subject to site-specific environmental review and applicable development policies, standards or procedures under the City's Municipal Code.

A copy of the draft Negative Declaration will be available for review at the City of Colfax Planning Department located at 33 S. Main Street, Colfax, CA 95713 during normal public business hours. It is also accessible to the public by visiting www.colfax-ca.gov under the page "Reports & Documents."

Written Comments on the Negative Declaration must be addressed to the City of Colfax Planning Department, P.O. Box 702, Colfax, CA 95713. The public review period begins **December 12, 2013**. All comments must be received by 5:00 p.m. on **January 14, 2014**.

The Public Hearing on this project is anticipated to be held in February 2014 at City Hall, located at 33 S. Main Street, Colfax, CA.

Contact: City of Colfax Planning Department (530) 346-2313

CITY OF COLFAX

PROPOSED NEGATIVE DECLARATION

In accordance with the California Environmental Quality Act, the City of Colfax has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the City finds that the proposed project will not have a significant adverse effect on the environment and will not require the preparation of an Environmental Impact Report. Therefore, this Negative Declaration has been prepared.

LEAD AGENCY: City of Colfax
33 S. Main Street
Colfax, CA 95713

Contact: Planning Department (530) 346-2313

PROJECT APPLICANT: City of Colfax
33 S. Main Street
Colfax, CA 95713

Contact: Planning Department (530) 346-2313

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REVIEW PERIOD: December 12, 2013 to January 14, 2014

Initial Study

Housing Element Update



DECEMBER 2013

Prepared by:

CITY OF COLFAX PLANNING DEPARTMENT

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INITIAL STUDY***December 2013*****A. BACKGROUND**

1. Project Title: Housing Element Update
2. Lead Agency Name and Address: City of Colfax
P.O. Box 702
33 S. Main Street
Colfax, CA 95713
3. Contact Person and Phone Number: Brigit S. Barnes, Planning Director
(530) 346-2313
planning@colfax-ca.gov
4. Project Location: City of Colfax
5. Project Sponsor's Name and Address: City of Colfax
P.O. Box 702
33 S. Main Street
Colfax, CA 95713
6. General Plan Designation: N/A
7. Existing Zoning: N/A
8. Proposed Zoning: N/A
9. Project Description Summary:

The proposed project consists of the adoption of the City of Colfax Housing Element Update as part of the comprehensive General Plan. The Housing Element Update for the City of Colfax sets forth the City's eight-year strategy to preserve and enhance the community's character, expand housing opportunities for all economic segments, and provide guidance and direction for local government decision-making in all matters related to housing.

B. SOURCES

The following documents are referenced information sources utilized by this analysis:

1. City of Colfax, City of Colfax General Plan, September 1998.
2. City of Colfax, City of Colfax Municipal Code (current edition).
3. City of Colfax, City of Colfax Housing Element 2008-2014.
4. City of Colfax, Department of Public Works, September-October 2013.
5. National Register of Historic Places/State Historic Preservation Office, December 2013.
6. Placer County Sheriff's Office, Sergeant Ty Conners, December 2013.
7. City of Colfax Fire Department, Fire Marshal Brad Albertzazzi, December 2013.
8. California Department of Forestry and Fire Protection, Fire Chief Chris Paulus, December 2013.
9. County of Placer, County of Placer General Plan, August 1994.
10. Colfax Elementary School District, Kate Karlberg, December 2013.
11. Placer Union High School District, Kristen Nave, December 2013.
12. California Department of Conservation Important Farmland Map for Placer County 2010.
13. Official Maps (Alquist-Priolo Earthquake Fault Zones), California Department of Conservation Geological Survey, December 2010.
14. Hazardous Waste and Substances Sites (Cortese) List, DTSC, 2013.
15. FEMA FIRM, Map Number 06061C0125F.
16. USGS, Mineral Resources Spatial Data, December 2013.
17. California Air Resources Board website resources, December 2013.
18. USEPA website resources December 2013.
19. Fehr & Peers April 22, 2010 Traffic Study Memorandum.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

D. DETERMINATION

On the basis of this initial study:

- ☒ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

Brigit S. Barnes, Planning Director
Printed Name

December 4, 2013
Date

City of Colfax
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

Figure 1
Regional Location Map

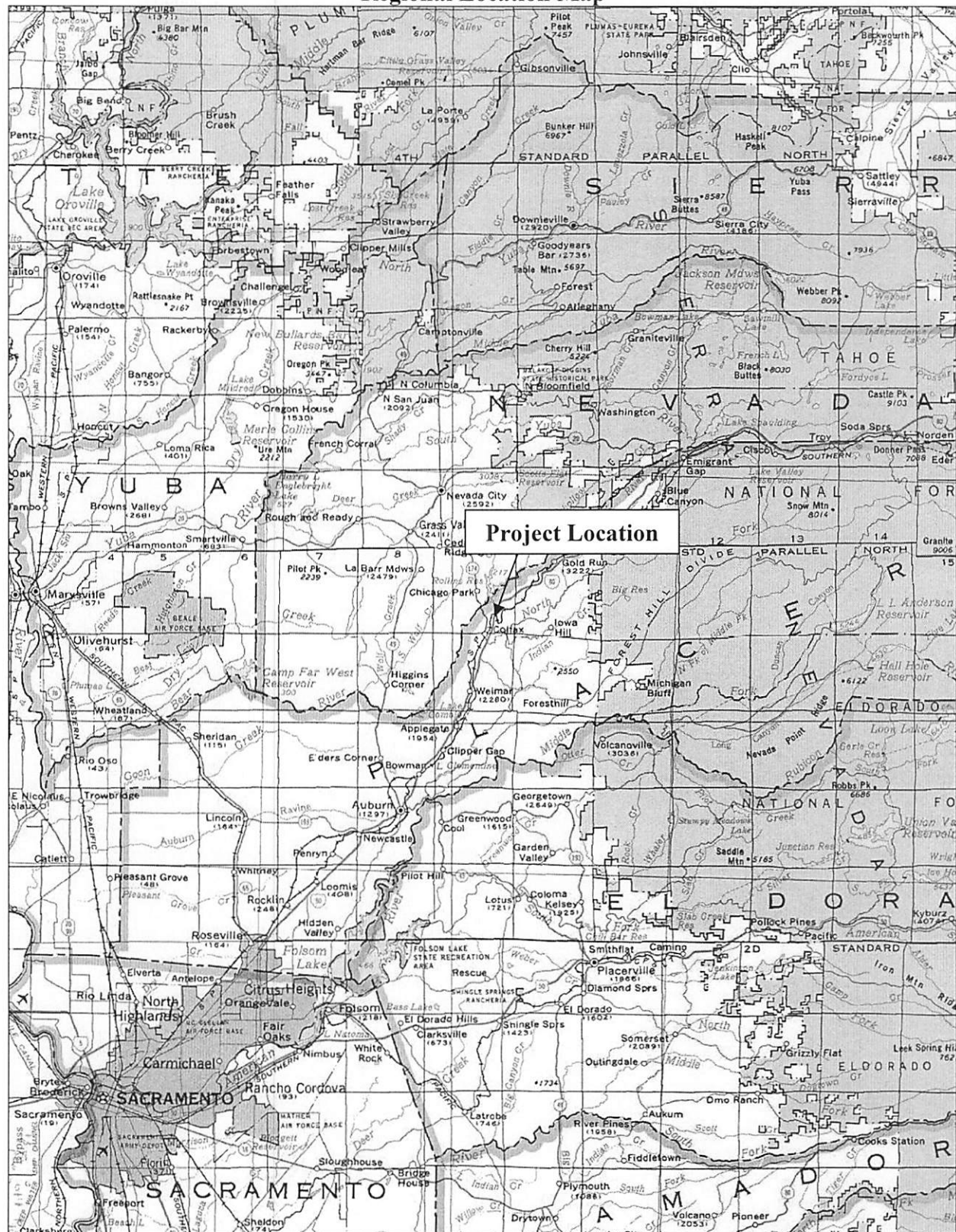
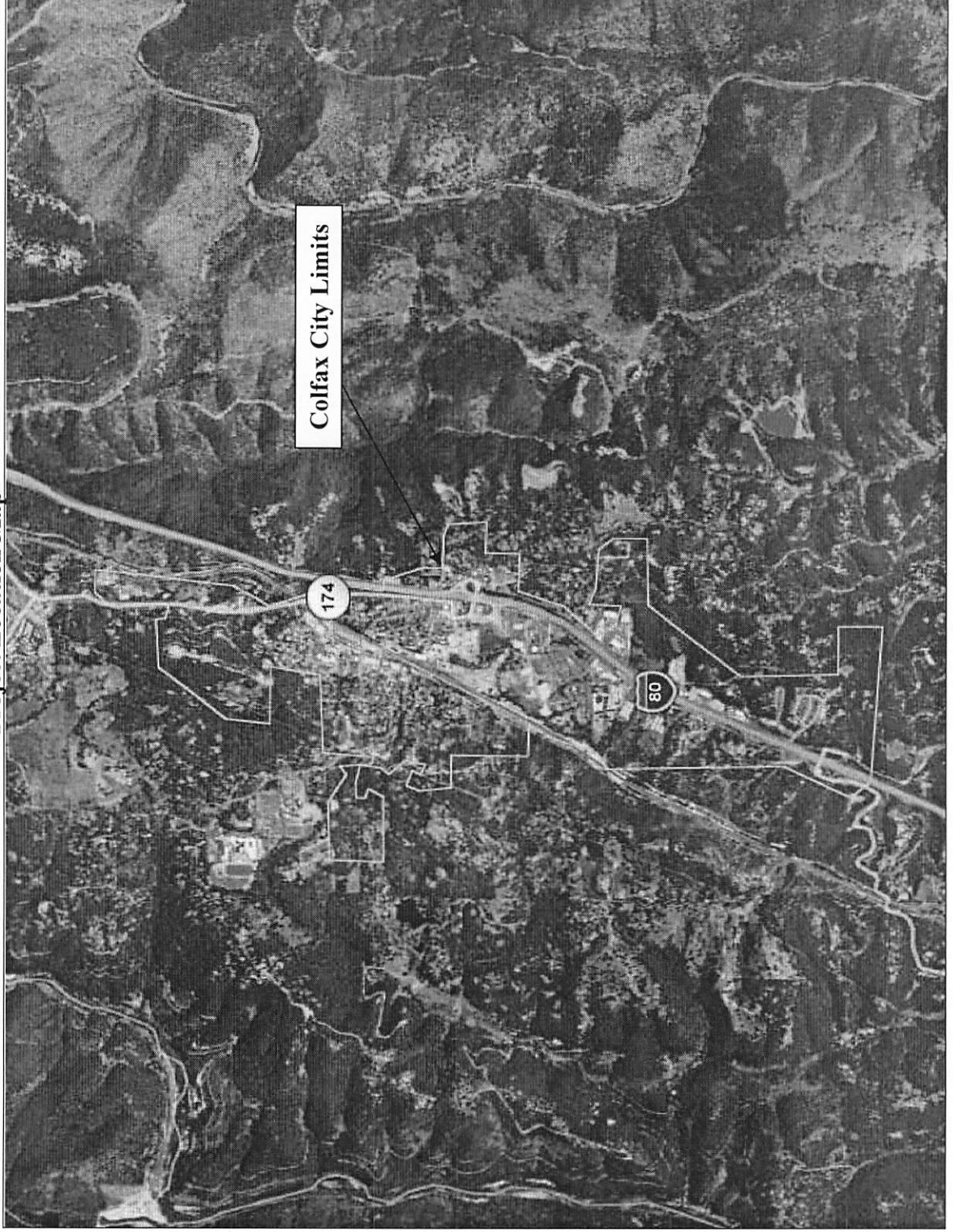


Figure 2
Project Location Map



E. BACKGROUND AND INTRODUCTION

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's primary housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a Housing Element as part of the comprehensive General Plan.

The City of Colfax is a small community of about 1,969 people located off Interstate 80 (I-80) in Placer County, California (See Figure 1, Regional Location Map, and Figure 2, Project Location Map). The City of Colfax is located near the Placer County/Nevada County border in the north central portion of Placer County, approximately 50 miles northeast of the City of Sacramento, at a general elevation of 2,400 feet. The City of Colfax was incorporated in 1910 and is one of six incorporated cities located within Placer County. Colfax covers approximately 900 acres. Residential growth is proposed to be accommodated as vacant residential land is developed.

The Housing Element of the Colfax General Plan sets forth the City's eight-year strategy to preserve and enhance the community's character, expand housing opportunities for all economic segments, and provided guidance and direction for local government decision-making in all matters related to housing.

The Housing Element covers the eight-year period of June 2013 through June 2021, and provides an implementation strategy for effectively addressing the housing needs of Colfax residents during this period. Housing program strategies are presented to address the following issues:

- Availability of adequate housing supply;
- Housing cost and affordability;
- Maintenance and rehabilitation;
- Special housing needs; and
- Energy conservation.

F. PROJECT DESCRIPTION

The City of Colfax's General Plan Housing Element update identifies residential sites adequate to accommodate a variety of housing types for all income levels and needs of special population groups; analyzes governmental constraints to housing maintenance, improvement, and development; addresses conservation and improvement of the condition of the existing affordable housing stock; and outlines policies to promote housing opportunities for all persons.

The Housing Element is an integral component of the *City of Colfax General Plan*. The Housing Element addresses the existing and anticipated future housing needs for all Colfax residents. The Housing Element is a tool for use by citizens and public officials in understanding and meeting the housing needs in Colfax.

Since 1969, the State Legislature has mandated that a Housing Element be included in every General Plan. The Housing Element is one of the seven required elements in a General Plan. Article 10.6, Section 65589 – 65589.8, Chapter 3 of Division 1 of Title 7 of the Government Code sets forth the legal requirements for a Housing Element and encourages the provision of affordable and decent housing in all communities to meet Statewide goals. Specifically, Section 65580 states that the Housing Element shall consist of “[...] an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation, improvement, and development of housing.” The Housing Element must also contain an eight-year housing plan with quantified objectives for the implementation of the goals and objectives described in the Housing Element. Current State law requires that the Housing Element be updated every eight years.

The City of Colfax’s current Housing Element was adopted in 2009. As a result, a new Housing Element is currently being prepared for the City to comply with State law. The Initial Study evaluates the environmental effects of the *2013-2021 Colfax Housing Element*.

Housing Trends

Among the six cities located in the Placer County area, the City of Colfax was third in percentage of growth in population between 2000 and 2010, but fell to fifth between 2010 and 2013 with almost no increase in the stock of housing in the City.

During the previous period for which a Housing Element was adopted (2008 to 2013), the Colfax Housing Program was effective in establishing a dialogue and setting goals toward meeting the Regional Housing Needs Assessment (RHNA) goals for new construction. Affordable housing types and economic segments have been accommodated through the Housing Programs serving lower income and homeless segments of the population. Market constraints and significant increases in land and labor costs have limited the development community’s ability to develop housing affordable to very low and low income groups.

The following key household trends impact Colfax’s housing stock and the development of new housing:

- Continual increases (long-term) in the cost of housing construction in the region, which is exacerbated in Colfax because of the mountainous topography;
- A continuing demand for subsidized rental units;
- A continued non-localized demand for housing for homeless persons and those threatened with homelessness;
- An increase in the percentage of renter households;
- An increase in growth in one-person households indicating a growing demand for smaller sized housing units with one to two bedrooms;
- Households in overpayment situations.

Approximately 30.2 percent of Colfax’s housing stock (occupied and vacant units) was built before 1960 and may be in need of some degree of rehabilitation. According to data compiled by

the California Housing Partnership Corporation, 67 affordable units are at risk of converting to market rate units over the next 10 years.

Housing Needs Allocation

California's Housing Element law requires that each city and county develop local housing programs designed to meet the city's or county's "fair share" of housing needs for all income groups. This "fair share" allocation seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only current residents, but also for households that might be reasonably expected to reside within the jurisdiction. A jurisdiction's "fair share" of regional housing need is the number of additional dwelling units that would be required to accommodate the anticipated growth in households, replace expected demolitions and conversion of housing units to non-housing uses, and achieve a future vacancy rate that allows for the healthy functioning of the housing market.

The City of Colfax falls under the jurisdiction of the Sacramento Area Council of Governments (SACOG). A predominately demographic formula is used by SACOG to allocate the regional housing needs among the incorporated cities and unincorporated counties. The process results in a Regional Housing Needs Assessment (RHNA), and the number reflected in the RHNA must be considered when the Housing Element is prepared. Historically, Councils of Government (COGs) prepared RHNAs every five years according to a schedule prepared by the State. In 2004, the State legislature extended the Third Revision Housing Element Update Cycle by one year – to every six years. The Fourth Revision Housing Element covered the period 2008 to 2013. In 2008, the State legislature extended the Fifth Revision Housing Element Cycle to cover an eight-year period. The current RHNA is for the 2013 to 2021 planning period.

Construction needs are derived from SACOG population and household growth projections. Income group proportions are then applied toward the construction need, which results in a goal for the number of housing units by income group within the City of Colfax. For the reporting period of 2013 to 2021, the City of Colfax has been given a construction need of 51 new housing units. The specific need by income group is depicted in Table 1.

Table 2 identifies the construction goals provided by the City of Colfax. In addition, through the rehabilitation program, the goal is the help 4 low income families fix their homes.

TABLE 1
REGIONAL HOUSING NEEDS ALLOCATION (2013 - 2021)

Income Category	Number	Percentage
Extremely Low	5	9.8%
Very Low	5	9.8%
Low	7	13.7%
Moderate	10	19.6%
Above Moderate	24	47.1%
TOTAL	51	100.0%

Source: Sacramento Area Council of Governments, September 2012

TABLE 2
QUANTIFIED OBJECTIVES FOR HOUSING 2013-2021

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
Regional Housing Needs Allocation	5	5	7	10	24	51
New Construction	5	5	7	10	24	51
Housing Rehabilitation*		4				4
First-Time Homebuyer*			4			4
Conserve Existing Rentals**		67				67
Total	5	76	11	10	24	126

**Based on the availability of funding, staff resources and resident demand.*

***The City anticipates that the current owner will renew the Section 8 contract in 2017 or sell the property to a nonprofit that will maintain its affordability.*

Housing Goals

The 2013-2021 Housing Element Update for the City of Colfax identifies the following housing priorities:

1. Provide housing opportunities and accessibility for all community residents.
2. Remove constraints that discourage the production of affordable housing.
3. Provide and maintain an adequate supply of sites for the development of new affordable housing.
4. Preserve, rehabilitate, and enhance existing housing and neighborhoods.
5. Provide housing free from discrimination.
6. Encourage energy efficiency and conservation in residential development.
7. Over the next planning period, it is the City's goal to see 51 new units, constructed, of which 17 will be designated for extremely low, very-low, and low-income households. In addition through the rehabilitation program, the goal is to

help 4 very low income families fix-up their homes over the course of the Housing Element period. It is expected that 4 additional units will have some rehabilitation done through private funding. Finally, the City hopes to conserve the 67-unit complex for low-income seniors.

Required Approvals

Implementation of the proposed project would require the following discretionary actions by the City of Colfax Planning Commission and City Council:

- Adoption and Certification of a Negative Declaration; and
- Adoption of the Housing Element for the City of Colfax.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Potentially Significant Unless Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a-d. The City of Colfax is located in Placer County near Interstate 80 in the Sierra Nevada Mountain Range. The core of Colfax consists of residential, commercial, and industrial uses. The area surrounding the City of Colfax primarily consists of rural undeveloped land. The Bear River runs along the northwestern edge of Colfax and the North Fork of the American River is located beyond the Colfax City Limits towards the southeast. State Highway 174 which runs through the City, has not been identified as a State scenic highway.

The City of Colfax's Housing Element is a policy-level document and would not result in the development or redevelopment of specific projects. In addition, future developments would be required to comply with the City's development standards. The Housing Element is a policy-level document that does not include site-specific development plans. The potential impacts of future developments on scenic vistas, scenic resources, historic buildings, and the visual character of the City are not known. Therefore, an assessment of potential site-specific visual impacts resulting from future development proposals is not possible.

Future development applications submitted for parcels within the City of Colfax would be subject to site-specific environmental review, which would ensure that impacts to aesthetics are minimized. In addition, future projects would be subject to the building, design, landscaping, and lighting requirements found in the Municipal Code of the City of Colfax, which would enhance the aesthetic quality of development within the City. City regulations regarding aesthetics include, but are not limited to, the following: Section 16.56, regarding design and improvement standards for subdivisions; Section 16.08, which requires tentative maps to be reviewed by the City Engineer and Planning Director for compliance with design and improvement standards; Title 17, Chapter 17.72, regarding residential zones; and Title 17, Chapter 17.116, regarding design guidelines. Site-specific environmental review of future development applications and adherence to

the above-mentioned requirements would ensure that impacts related to aesthetics are *less-than-significant*.

II. AGRICULTURE & FORESTRY RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

a, e. The proposed Housing Element analyzes adopted land use policies and does not grant entitlements for projects. It will not change land use designations of the Land Use Element of the General Plan, nor does it revise, replace or attempt to supersede existing development policies, standards or procedures in place to ensure compliance with the City's codes and General Plan policies.

There are no areas in the City that are mapped as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland). [California Department of Conservation Important Farmland Map for Placer County, 2010]. Any future development of agricultural land would be required to undergo project-specific environmental review to determine potential impacts, and to implement General Plan goals and policies related to conservation of agricultural resources found in the General Plan Natural Environment Element and the Land Use Element. Therefore, impacts related to the conversion of agricultural lands to other uses would be *less-than-significant*.

- b. Williamson Act contract lands do not exist within the Colfax City Limits. In addition, the Housing Element is a policy-level document and does not include any site-specific designs or proposals that would enable an assessment of potential site-specific impacts to lands that are zoned for agricultural use. Therefore, impacts related to Williamson Act lands or lands zoned for agricultural use would be *less-than-significant*.
- c, d. The City has no land that is zoned for Timberland Production (TPZ). [Fire Chief Paulus, December 2013] The Housing Element update does not propose the rezoning of any land, including forest land and timberland. In addition, the Housing Element is a policy-level document and does not include any site-specific designs or proposals that would enable an assessment of potential site-specific impacts regarding loss of forest land. Site-specific environmental review of future development applications and compliance with applicable City development standards that limit impact to forest lands [as defined in Public Resources Code section 12220(g)] would ensure that any impact is *less-than-significant*.

III. AIR QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

a-e. The City of Colfax is located within the Mountain County Air Basin (MCAB), which is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD), and experiences most of its air quality impacts from pass through traffic along I-80 and Ca-174. The MCAB consists of the eastern two-thirds of Placer County and lies between the Sierra Nevada Mountain Range and the Sacramento Valley. The MCAB is designated as nonattainment for federal and state ozone (O₃) standards, and nonattainment for the state particulate matter standard (PM₁₀).

The air quality management agencies of direct importance in Placer County are the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (ARB), and the Placer County Air Pollution Control District (PCAPCD). The EPA has established national ambient air quality standards (NAAQS) for which the ARB and the PCAPCD have primary implementation responsibility. The ARB and the PCAPCD are also responsible for ensuring that the California ambient air quality standards (CAAQS) are met. PCAPCD manages air quality in the Placer County portion of the MCAB; it has jurisdiction over air quality issues in the county and administers air quality regulations developed at the federal, state, and local levels. It is also responsible for implementing strategies for air quality improvement and recommending mitigation measures for new growth and development. State and federal standards for a variety of pollutants are summarized in **Appendix AIR-I**.

Area Pollutants

State and federal criteria pollutant emission standards have been established for six pollutants: carbon monoxide (CO), ozone, particulate matter (particulate matter of less than 10 microns in diameter [PM₁₀] and particulate matter less than 2.5 microns in diameter [PM_{2.5}]), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. The pollutants of greatest concern in the MCAB are ozone, particulate matter, and CO. Carbon dioxide (CO₂) and toxic air contaminants (TACs) also affect climate change and human health, respectively, but no state or federal ambient air quality standards exist for these pollutants.

- **Ozone:** Ozone is a respiratory irritant and an oxidant that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the air, but is formed by a photochemical reaction in the atmosphere. Ozone precursors, called reactive organic gases (ROG), and oxides of nitrogen (NOX) react in the atmosphere in the presence of sunlight to form ozone. Ozone is primarily a summer air pollution problem, and high ozone levels often occur downwind of the emission source. Ozone conditions in Placer County result from a combination of locally generated emissions and transported emissions.
- **Inhalable Particulate Matter:** The federal and state ambient air quality standard for particulate matter applies to two classes of particulates: PM₁₀ and PM_{2.5}. Health concerns associated with suspended particulate matter focus on those particles small enough to reach the lungs when inhaled. Particulates also reduce visibility and corrode materials. Sources of PM₁₀ in the MCAB are both rural and urban, and include agricultural burning, disking of agricultural fields, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.
- **Carbon Monoxide:** Carbon monoxide is a public health concern because it combines readily with hemoglobin and reduces the amount of oxygen transported in the bloodstream. Motor vehicles are the dominant source of CO emissions in most areas. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures.

- **Carbon Dioxide:** Carbon dioxide is an anthropogenic greenhouse gas (GHG) and accounts for more than 75% of all anthropogenic GHG emissions. Its long atmospheric lifetime (on the order of decades to centuries) ensures that atmospheric concentrations of CO₂ will remain elevated for decades. Increasing CO₂ concentrations in the atmosphere are primarily a result of emissions from the burning of fossil fuels, gas flaring, cement production, and land use changes.
- **Mobile Source Air Toxics/Toxic Air Contaminants:** Toxic air contaminants (TACs) are pollutants that may result in an increase in mortality or serious illness, or that may pose a present or potential hazard to human health. ARB identified particulate matter from diesel-fueled engines as a TAC, which is estimated to be responsible for about 70% of the total ambient air toxics risk (California Air Resources Board 2002).

Monitoring Data

Ozone concentrations are measured at a local monitoring station in the project area. The monitoring station for Colfax is located at 33 South Main Street. A review of the Colfax monitoring station for the year 2012 (the last year that complete data is available) shows that the monitoring station has experienced 1 violation of the state 1-hour ozone standard, 7 violations of the federal 8-hour ozone standard and 16 violations of the state 8-hour ozone standard during 2012.

Attainment Status

If monitored pollutant concentrations meet state or federal standards over a designated period of time, the area is classified as being in attainment for that pollutant. If monitored pollutant concentrations violate the standards, the area is considered a nonattainment area for that pollutant. If data are insufficient to determine whether a pollutant is violating the standard, the area is designated as unclassified. The USEPA has designated Placer County as a nonattainment area for the 8 hour ozone standard (USEPA April 2012). The USEPA has designated Placer County as a non-attainment area for the PM_{2.5} standard (USEPA October 2009). The California ARB has designated Placer County as a nonattainment area for ozone and PM₁₀ standards (ARB February 2012). For the CO and PM_{2.5} standards, the California ARB has designated Placer County as unclassified (ARB February 2012). The PCAPCD has an adopted emission thresholds of 82 pounds per day for ROG, NO_x, and PM₁₀.

PCAPCD Adopted Rules

The PCAPCD has adopted a number of District Rules that apply to the construction phase of the proposed project. The project's Conditions of Approval will include a condition requiring compliance with PCAPCD's rules.

Impact Discussion:

New development within the City is required to comply with the density and intensity standards outlined in the Land Use Element and the City's current Zoning Ordinance. The City is diligent in efforts to ensure that each future project is carefully reviewed to ensure consistency with federal, State, and local air quality standards and consistent with the goals, policies, and standards established within the other elements of the General Plan that are intended to protect air quality. Therefore, a case-by-case review of future housing projects would ensure that air

quality is protected and that they are consistent with all General Plan goals, objectives, and policies.

The Housing Element is a policy-level document that does not include site-specific development plans. Although implementation of a successful Housing Element can be expected to induce long-term physical growth in the City, the lack of site-specific development applications, including the design and location of specific projects, makes evaluation of the project's air quality impacts infeasible. In addition, future development within the City will be required to undergo project-specific review and approval and to adhere to General Plan goals and policies related to air quality, as well as federal, State, and regional air quality plans. Because the proposed project is a policy-level document that would not directly result in development and because future development would be required to adhere to federal, State, and local policies and regulations, a *less-than-significant* impact would result.

Based on the foregoing, the project will also not result in an impact related to the production of odors.

IV. BIOLOGICAL RESOURCES.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
<i>Would the project:</i>				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a-e. Habitat types within the City of Colfax include chaparral and shrub communities, woodland communities, conifer forest communities, and sierran mixed conifer forest. Under the tree canopy are scrub-oak, manzanita, deer brush, and a variety of herbs and grasses. The natural vegetation supports various wildlife including, but not limited to, California quail, gray fox, mule deer, California thrasher, western rattlesnake, brush rabbit, dusk-footed wood rat, western gray squirrel, California ground squirrel, bobcat, raccoon, scrub jay, golden mantled ground squirrel, and mountain lion. State or federally listed rare or endangered animal species are not known to exist in the City, or the City's Sphere of Influence (See Natural Environment Element, 6.2-6.3).

Case-by-case reviews of future housing projects would be required to assess the potential for housing project specific biological impacts and project consistency with State and federal regulations and all General Plan goals, objectives and policies. Because the Housing Element is a policy-level document, the Housing Element Update does not include any site-specific designs or proposals for assessment of potential site-specific biological impacts that may result from future housing development proposals. Therefore, the proposed project would result in a *less-than-significant* impact.

Successful implementation of the Housing Element within Colfax would be expected to contribute to long-term physical growth in the area, which could adversely impact known and unknown biological resources in the area. Impacts could include the potential displacement or elimination of biological resources in the City. However, the Housing Element is a policy-level document and would not directly cause development or redevelopment of specific projects within the City. Without identifying the location of development within the area, the potential impact of development on biological resources within the City infeasible. In addition, future projects would be subject to federal, State, and local regulations, such as the federal Endangered Species Act and the California Endangered Species Act. Therefore, as the proposed project would not conflict with any policies or ordinances protecting biological resources, or a habitat conservation plan, implementation of the proposed project could result in a *less-than-significant* impact.

V. CULTURAL RESOURCES. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a-d. Colfax is located off of Interstate 80 in Placer County, California, near the City of Auburn. During the prehistoric period the Maidu and the Miwok Native Americans lived in the Colfax area. Whether the Native Americans had permanent settlements located in what is present day Colfax is undetermined; however, all new construction is monitored by an archeological expert, in case prehistoric artifacts are uncovered. The history of Colfax began in a little valley just below Colfax on the southern side of the Southern Pacific Railroad. Along a bend in the valley known as Alder Grove, miners first congregated as early as the spring of 1849. The area became the distributing point of supplies for all of the surrounding mining camps. As a commercial area, Alder Grove ranked with Dry Diggings (Auburn) until late in the fall of 1849, when fear of a harsh winter in the upper canyon area discouraged winter trading activity. The site for the town, today known as Colfax, was laid out by the Central Pacific Railroad in 1865. The City of Colfax was incorporated in 1910.

Cultural resources are places, structures, or objects that are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. Cultural resources include historic and prehistoric archaeological sites, architectural remains, engineering structures, and artifacts that provide evidence of past human activity. They also include places, resources, or items of importance in the traditions of societies and religions.

CEQA Guidelines Section 15064.5 define historic resources as any object, building, structure, site, area, place, record, manuscript or other resource listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historic resources, or the lead agency. Generally a resource is considered to be “historically significant” if the resource meets one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

- Is associated with the lives of important persons in the past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

Approximately 19 historic sites have been recorded in Placer County according to the National Registry of Historic Places, of which three are located within the City of Colfax. The Colfax Freight Depot (7 Main Street), registration number 99001564, was built in 1880 by Central Pacific Railroad Company. The freight depot served as the transfer point a terminus for the Nevada County Narrow Gauge Railroad (NCNG). The NCNG transported passengers, mining supplies, gold and fruit from April 20, 1876 to July 10, 1942. The Freight Depot was retired from railroad use in 1963.

The Colfax Passenger Depot (Main Street & Railroad Avenue), registration number 98001605, was built in 1905 by Southern Pacific Railroad. The Depot structure replaced the original Central Pacific Depot, constructed in 1865. The Depot included the Western Union Telegraph Office, Wells Fargo Express Office and a restaurant. The depot was destroyed by fire in September 1905 and later rebuilt. The station was the terminus for the NCNG Railroad from 1876 to 1945. The NCNG hauled gold, lumber, fruit and passengers to the main line of the Transcontinental Railroad. The Depot is the only remaining depot of this type in Placer County and remained in operation until April 30, 1971.

Steven's Trail (Secret Ravine ridge area), registration number 02001391, was originally owned and surveyed by gold miner John Rutherford. Rutherford soon partnered with another miner, Truman A. Stevens, to build the road connecting Colfax and Iowa Hill, separated by the steep canyon of the North Fork of the American River. Their toll road was active from 1870 until 1895. Steven's Trail now serves as a hiking trail from Colfax to the confluence of Secret Ravine and the North Fork of the American River.

The Housing Element Update identifies a goal of developing an additional 51 housing units in the City. However, the Housing Element is a policy-level document which would not directly result in the development of any projects. Without specific location and intensity of new residential development, potential impacts to archaeological and historic resources cannot be determined. Review of new residential development(s) would permit an analysis of how such development may potentially conflict with known archeological and/or historic resources. The possibility also exists that future development would discover or uncover previously unknown archeological resources. Therefore, a case-by-case review of future housing projects and programs to ensure consistency with State, federal, and all General Plan goals, objectives, and policies would be required. Adherence to applicable City, County, State, and federal standards and guidelines related to the protection/preservation of cultural resources, as well as the requirements mandated during the environmental review of individual projects would ensure that the proposed project would have a *less-than-significant* impact on cultural resources.

VI. GEOLOGY AND SOILS. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a-i, ii. The City of Colfax has not been identified as a city which would be affected by the Alquist-Priolo Act. Rupture of the surface has not resulted from faulting associated with earthquakes in Placer County. The nearest fault line is the Stampede Valley fault that was last active in 1966 during the Truckee earthquake. The most recent listing of Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act does not include either the City of Colfax or Placer County. [Official Maps, California Department of Conservation Geological Survey, December 2010] The project does not include the use of a septic system.

Amending the City of Colfax General Plan to include the Housing Element Update would not result in any significant geological impacts because actions to implement the goals, policies, and actions included in the Housing Element must be consistent with the goals, policies, and standards established within the other elements of the General Plan that are

intended to protect the safety of the community. Furthermore, all new housing development and rehabilitation that might result from Housing Element implementation would be required to be consistent with existing State and local building codes which are designed to ensure that new construction does not expose people to significant geological impacts. Therefore, seismic hazards would have *no impact* on the proposed project.

- aiii-iv, c. Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction is defined as "the transformation of a granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure. The Colfax General Plan Safety Element identifies the bed of streams or sloped exposures as areas of the City of Colfax that are the most susceptible to liquefaction. (Colfax General Plan, 7-3).

Landslide can occur with or without an earthquake. These slope failures can be attributed to the type of material, structural properties of that material, steepness of slope, water, vegetation type, and proximity to areas of active erosion. Within Colfax, landslides are attributed to both erosion and the steepness of slope. The City of Colfax's Hillside Development guidelines are in place to mitigate for landslides due to development.

The update to the City's Housing Element identifies that an additional 51 housing units are needed in the City. However, the Housing Element is a policy level document and would not directly result in the development of any projects. Furthermore, in the absence of specific information regarding the location and type of these additional residential units, determine whether new residential development is subject to liquefaction, landslide, and other related hazards is not possible. New residential development within the City would be designed and constructed to meet the most current seismic safety standards for liquefaction included in the Uniform Building Code (UBC) and/or standards established by the City of Colfax. Adherence to these requirements would reduce potential liquefaction, landslide, and other related impacts to a *less-than-significant* level.

- b. The Placer County General Plan Background Report identifies Colfax and the surrounding area as having soils that present a moderate to high erosion hazard. Due to this risk, parcels that have gradients of more than 10 percent are subject to the City's Hillside Development guidelines. Development in these areas is encouraged to use innovative design concepts such as clustering, split pads, and underground or below grade rooms to provide energy efficient and environmentally desirable spaces. Cluster development is when structures are built grouped close together to preserve open spaces larger than the individual yard for common recreation for the purpose of protecting and preserving natural landforms, and/or environmentally sensitive areas by maintaining open space. For these design areas, the maximum number of residential dwelling units would be as determined by future environmental review. Development of the 51 residential units identified in the Housing Needs Assessment would require earth-moving activities, which would expose soils, thereby increasing the potential for erosion or loss of topsoil. The susceptibility of soils to erosion varies depending on the location, base material,

topography, surrounding environment (e.g., natural cover or paved surfaces), and the level of ground disturbance activities. In the absence of information as to where new residential development would occur, ascertaining if (or to what level) the development of specific residential projects would contribute to the erosion of or loss of topsoil is not possible. Furthermore, the Housing Element is a policy-level document and would not directly result in the development of any projects.

Compliance with National Pollution Discharge Elimination System (NPDES) permit and Storm Water Pollution Prevention Plan (SWPPP) requirements, as well as common construction and grading practices, would reduce potential impacts related to soil erosion to a *less-than-significant* level.

- d. Expansive soils have the potential for shrinking and swelling with changes in moisture content, which can cause damage to overlying structures. According to the Colfax General Plan Initial Study, much of the Colfax Planning Area contains soils that have low to moderate expansive soils.

The update to the City's Housing Element identifies that an additional 51 housing units are needed in the City. However, the Housing Element is a policy level document and would not directly result in the development of any projects. Furthermore, in the absence of specific information regarding the location and type of these additional residential units, determining if new residential development would be subject to hazards associated with expansive soils is not possible. New residential development within the City would be designed and constructed to meet the most current standards included in the Uniform Building Code and/or standards established by the City such as the Hillside Development Standards. Implementation of the related City of Colfax General Plan Policies would mitigate any potential impacts to a less-than-significant level (Colfax General Plan Initial Study, p. 7). Therefore, adherence to the above requirements would reduce potential impacts related to expansive soils to a *less-than-significant* level.

- e. The Housing Element Update contains policies and programs rather than specific projects. In addition, future residential development within the City would generally utilize local sewer systems. In areas where the use of septic systems is required, such systems would be designed, constructed, and maintained in accordance with established City standards. The suitability of specific sites to accommodate septic systems would be determined prior to development via the preparation of applicable required studies. Adherence to applicable City standards related to the placement, construction, and suitability of septic systems would reduce potential impacts related to this issue to a *less-than-significant* level.

VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Impact Discussion:

I. Global Climate Change: Climate change is a shift in the “average weather” that a given region experiences. This is measured by changes in temperature, wind patterns, precipitation, and storms. Global climate is the change in the climate of the earth as a whole. It can occur naturally, as in the case of an ice age, or occur as a result of anthropogenic activities. The extent to which anthropogenic activities influence climate change has been the subject of extensive scientific inquiry in the past several decades. The Intergovernmental Panel on Climate Change (IPCC), recognized as the leading research body on the subject, issued its Fourth Assessment Report in February 2007, which asserted that there is “very high confidence” (by IPCC definition 9 in 10 chance of being correct) that human activities have resulted in a net warming of the planet since 1750.

The California Environmental Quality Act (CEQA) requires local agencies to engage in forecasting “to the extent that an activity could reasonably be expected under the circumstances”. The agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal (CEQA Guidelines Section 15144, *Office Associate v. Regents of the University of California* (1988) 47 Cal.3d 376).

II Greenhouse Gas Emissions: Recent concerns over global warming have created a greater interest in greenhouse gases (GHG) and their contribution to global climate change (GCC). However, at this time there are no generally accepted thresholds of significance for determining the impact of GHG emissions from an individual project on GCC. Thus, the City may develop policies and guidance to ascertain and mitigate, to the extent feasible, the effect of GHG, for CEQA purposes, without the normal degree of accepted guidance by case law. The City of Colfax currently has not developed nor established a policy for this.

The potential effect of greenhouse gas emissions on global climate change is an emerging issue that warrants discussion under CEQA. Unlike the pollutants discussed in Section III of this report (Air Quality) that may have regional and local effects, greenhouse gases have the potential to cause global changes in the environment. In addition, greenhouse gas emissions do not directly produce a localized impact, but may cause an indirect impact if the local climate is adversely changed by its cumulative contribution to a change in the global climate. Individual development projects contribute relatively small amounts of greenhouse gases that when added to other greenhouse gas producing activities around the world would cumulatively result in an increase in these emissions that have led many to conclude is changing the global climate.

However, no threshold has been established for what would constitute a cumulatively considerable increase in greenhouse gases for individual development projects that might be considered significant. The State of California has taken several actions that help to address potential global climate change impacts.

In 2006, the State of California adopted Assembly Bill 32 which requires the California Air Resources Board (CARB) to develop regulations and market mechanisms that will ultimately reduce California's greenhouse gas emissions by 25 percent by 2020. Statewide mandatory caps began in 2013 for significant sources to meet the 2020 goals.

III Project Analysis: The Housing Element is a policy-level document that does not include site-specific development proposals, and any future development projects would be required to adhere to City regulation. Any future projects processed pursuant to the provisions of the zoning code would be required to undergo applicable project-level environmental review.

As such, the project will not adversely impact global climate change.

Based on the foregoing, there is no impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

VIII. HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
residing or working in the project area?				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a-c. Hazardous materials are used in Colfax for a variety of purposes including manufacturing, service industries, small businesses, agriculture, medical clinics, schools and households. In addition, hazardous materials are transported through the City via the transportation routes that traverse the City of Colfax including Interstate 80, State Highway 174, and the Union Pacific Railroad.

The City of Colfax does not have direct authority to regulate the transportation of hazardous materials on State highways and rail lines, but the U.S. Department of Transportation (DOT) regulations establish criteria for safe handling procedures. Federal safety standards are also included in the California Administrative Code. In addition, the California Health Services Department regulates the haulers of hazardous waste, but does not regulate all hazardous materials.

Successful implementation of the Housing Element would be expected to contribute to long-term growth in the City. However, the type of residential development associated with the Housing Element would not include the routine use, transport, disposal, or release of hazardous waste, including within one-quarter mile of a school. In addition, the Housing Element is a policy-level document and specific development projects are not proposed in conjunction with the Housing Element. Future development projects would be required to undergo project-specific environmental review; therefore, the project's impacts associated with hazardous materials would be *less-than-significant*.

- d. There are no active sites in the City of Colfax that are included on the Hazardous Waste and Substances Sites (Cortese) List [DTSC, 2013]. As such, there is no impact.
- e, f. Airports are not located within the City of Colfax or within the Planning Area. Two airports are located relatively near the City of Colfax: the closest is the Nevada County Airport, which is approximately 12 miles from the Colfax; the second is the Auburn Airport, which is approximately 15 miles from Colfax. State Law charges Nevada County with administering an Airport Land Use Plan (ALUP) for the airports.

The Housing Element Update contains policies and programs rather than specific projects. Future development proposals would undergo analysis to determine whether a residential development site would be located within an ALUP or if such development would create a safety hazard for persons residing in new residential developments. Review of potential impacts related to this issue would be conducted during the environmental review of specific residential developments. Adherence to applicable City, State, and/or federal regulations would reduce potential hazards associated with this issue to a *less-than-significant* level.

- g, h. The long, dry and extremely hot summers that typify the local climate contribute to the City of Colfax and surrounding communities being located within a wildfire hazard area. In addition, the Housing Element is a policy-level document and specific development projects are not proposed in conjunction with the Housing Element. Future development projects would be required to undergo project-specific environmental review; therefore, the project's impacts associated with wildland fires would be *less-than-significant*.

IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
g.	Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
h.	Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a, f. Under Section 402 of the Clean Water Act, the Regional Water Quality Control Board (RWQCB) issues National Pollutant Discharge Elimination System (NPDES) permits to regulate waste dischargers to “waters of the nation.” Waters of the nation include rivers, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction project discharges. A construction project resulting in the disturbance of one or more acres requires a NPDES permit. Construction project proponents are required to prepare a Stormwater Pollution Prevention Plan (SWPPP).

Water quality for all surface water and groundwater for Placer County is regulated under the jurisdiction of the Placer County Water Agency (PCWA). The City of Colfax is located within Zone 3 of the five geographical zones that the PCWA services. Approximately 20 percent of the water supplied by the PCWA is treated drinking water and about 80 percent is used for irrigation. Information provided by the PCWA reports that the drinking water supplied to the residents of the City of Colfax meets or exceeds state and federal public health standards.¹

The Housing Element Update is a policy-level document and therefore does not contain specific projects. Future development anticipated in the Housing Element Update would be subject to the City’s environmental review process; therefore, future residential development would be evaluated on an individual basis for potential violation of water quality standards or waste discharge requirements as the development is proposed. Implementation of Best Management Practices (BMPs) as specified by the NPDES permit and the approval of a SWPPP would ensure that any potential impacts associated with this issue would be reduced to a *less-than-significant* level.

- b. The Housing Element Update is a policy-level document and therefore does not contain specific projects. In addition, Colfax is not heavily reliant on groundwater. The Placer County Water Agency supplies water for the majority of the City of Colfax. Water from

¹ Placer County Water Agency, *Water Quality Report, Volume 26, Number 2*, April-May 2012.

the Yuba-Bear and American River watersheds and snow pack runoff supply the PCWA. Therefore, impacts to groundwater associated with the Housing Element would be *less-than-significant*.

- c-e. Because the Housing Element is a policy-level document, the Housing Element does not include any site-specific designs or proposals that would enable an assessment of potential site-specific storm water runoff and drainage pattern impacts that may result with future housing development proposals. The City would require a case-by-case design review of future housing projects would be carried out to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.
- g-h. The City of Colfax is not located within a 100-year flood hazard area [FEMA FIRM, Map Number 06061C0125F]. Therefore there is no impact.
- i-j. The City of Colfax is not located near a dam or levee. A tsunami is a sea wave or a series of sea waves caused by submarine earth movement, by either an earthquake or volcanic eruption. A seiche is an oscillation of the surface of a lake or landlocked sea. The City of Colfax is not in close proximity to the ocean or a landlocked sea; therefore the City is not at risk of inundation from these phenomena. Colfax is not located near a lake that is identified as having a potential threat from a seiche. However, mudflows typically occur in mountainous or hilly terrain. The City of Colfax is mountainous and hilly and has experienced mudflows in the past.

Because the Housing Element is a policy-level document, the Housing Element does not include any site-specific designs or proposals that would enable an assessment of potential site-specific impacts resulting from mudslides that may result with future housing development proposals. Pursuant to existing Ordinances, the City would require a case-by-case design review of future housing projects to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

X. LAND USE AND PLANNING. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

X. LAND USE AND PLANNING.
Would the project:

	Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗

Discussion

- a. The proposed project is a policy-level document that does not include site-specific development plans. Although implementation of a successful Housing Element would be expected to induce long-term growth in the City of Colfax, the lack of site-specific development applications, including the locations and design of projects, makes evaluating the impacts of the proposed project on the community impossible. Future development projects would be required to undergo project-specific review and approval and would be required to adhere to the General Plan goals and policies related to land use. Because the proposed project is a policy-level document that does not include direct development and because future development would be required to adhere to local policies and regulations, the project would not physically divide an established community and a *less-than-significant* impact would result.
- b. The intent of the Housing Element is to assess the housing needs of the City of Colfax and to set future goals to fulfill those housing needs. Adoption of the Housing Element would not alter existing General Plan land use designations or zoning, nor would new land use designations or zones be created. The General Plan Land Use Element sets policies to ensure that land uses will be compatible with each other and prevents the planning of incompatible land uses adjacent to one another. In addition, the Housing Element itself is an element included in the General Plan and, in accordance with State planning law, the Housing Element must be consistent with the other elements in the General Plan. Because the Housing Element must be consistent with the goals, policies, and regulations set forth in the General Plan regarding land use, the project would have a *less-than-significant* impact on land use plans and policies.
- c. The City of Colfax does not currently participate in a habitat conservation plan or natural community conservation plan. Therefore, *no impact* would result from conflict with such a plan.

XI. MINERAL RESOURCES.
Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

XI. MINERAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
b. Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a, b. Currently, within the City of Colfax, inactive mines exist that may still contain trace amounts of the mineral gold. The City has three known mineral deposit sites: (1) the “Colfax Claim” site (primary commodity: Gold); (2) the “Colfax Mine” site (primary commodity: Clay); and (3) the “Colfax Shale Quarry” site (primary commodity: Crushed/Broken Stone). [USGS, Mineral Resources Spatial Data, December 2013]

The proposed project identifies a housing need of 51 housing units in the City. The possibility exists that the development of some of the houses would result in the loss of availability of mineral resources. However, because the Housing Element is a policy-level document, the Housing Element does not include any site-specific designs or proposals that would enable an assessment of potential site-specific impacts related to mineral resources that may result with future housing development proposals. The City would require a case-by-case design review of future housing projects would be carried out to ensure that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

XII. NOISE. <i>Would the project result in:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport,	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

XII. NOISE.	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less- Than- Significant Impact	No Impact
<i>Would the project result in:</i>				
would the project expose people residing or working in the project area to excessive noise levels?				
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a, b. Development of future housing to implement the Housing Element requires the use of construction equipment, which would generate an increase in noise levels, as well as potential groundborne vibration. Short-term construction-related noise levels would be higher than current ambient noise levels in a development area, but would be temporary in nature. Activities associated with construction would typically generate maximum noise levels ranging from 85 to 90 decibels (dB) at a distance of 50 feet. However, because construction activities would be temporary and would occur during normal daytime working hours, significant adverse public reaction to construction noise would not be anticipated. In addition, construction activities could only be performed during the hours set out by Title 8, Chapter 8.28 of the Colfax Municipal Code.

Although construction activities could result in periods of elevated noise levels, specific development projects are not proposed in connection with the Housing Element, and future construction activities would be required to comply with the Colfax Municipal Code. Therefore, impacts related to construction noise and groundborne vibration would be *less-than-significant*.

- c, d. Successful implementation of the Housing Element would induce growth within the City of Colfax; specifically, residential growth of up to 51 units. Residential growth would introduce additional traffic to the local roadway network, which, in turn, would result in a permanent increase in ambient noise levels. Whether or not the increase is considered significant is a function of the amount of traffic noise generated by each project, relative to existing traffic noise levels prior to development of the project.

The City of Colfax includes a centralized residential and commercial area surrounded by undeveloped lands and open space. The type of housing that could be induced by the proposed project would include both infill and the expansion of the urbanized limits within the City Limits. The amount of housing would be considered small relative to the amount of housing that already exists within the City, and would be spread throughout the City, which would distribute traffic-related noise impacts throughout the City. An increase of noise in this manner would be unlikely to result in an adverse increase in ambient noise.

Because the proposed project does not include site-specific development, site-specific evaluation of noise-related impacts is not possible. Future development projects would be required to undergo project-specific environmental review. In addition, future projects would be required to adhere to General Plan goals and policies related to noise, as well as implement mitigation measures found in the Noise chapter of the Colfax General Plan environmental document. Therefore, a *less-than-significant* impact to ambient noise levels would result.

- e,f. The project is not located within an airport land use plan, within two miles of a public airport or public use airport, nor within the vicinity of a private airstrip. Therefore, aircraft operations are typically not audible in the City and existing and future operations are not identified as a potential noise source within the City.

The update to the Housing Element identifies that an additional 51 housing units are needed in the City. In the absence of specific information regarding the location and type of additional residential units, potential airport-related noise impacts cannot be determined. Future residential development anticipated by the Housing Element Update would be evaluated to identify how such development would be potentially affected by airport related noise. Compliance with applicable City, State, and/or federal noise standards would reduce potential impacts related to this issue to a *less-than-significant* level.

XIII. POPULATION AND HOUSING. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

- a, b. The addition of the housing units proposed in the Housing Element Update would help to increase the number of housing units in the City and improve the jobs/housing balance. Although the proposed project does not include site-specific development, the eventual construction of residences associated with the Housing Element Update would induce population growth directly. However, all of the housing development proposed by the Housing Element Update is within the existing City Limits on land that is already served by the necessary infrastructure for residential development, or on land that can have the

necessary infrastructure systems extended. For this reason, adoption and implementation of the Housing Element would not be expected to induce substantial growth that would require significant new infrastructure, displace substantial numbers of existing housing, or necessitate the construction of replacement housing. Therefore, approval and implementation of the Housing Element Update would have *less-than-significant* impacts to population and housing.

- c. The Housing Element Update contains policies and programs rather than specific projects. The Housing Element is a policy-level document that does not include and site-specific designs or proposals. In addition, City policies would protect and improve existing residential areas and existing housing would not be displaced. Therefore, the Housing Element would have *less-than-significant* impacts related to the displacement of existing housing.

XIV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

a, b. Fire Protection

Two different fire departments provide fire protection services to the City of Colfax. The Colfax Fire Department (CFD) is located at 33 Main Street and currently houses one fire engine, four available apparatuses for volunteers, one fire chief, 15 firefighters, and one fire inspector.² The current service ratio is one firefighter per 131 residents. The CFD goal response time is five minutes and the CFD reports a current average response time of less than five minutes. Cal Fire operates a second fire station located at 24020 Fowler Road in the City of Colfax's sphere of influence. Cal Fire has one fire engine available,

² Colfax Fire Department, Fire Marshal Brad Albertazzi, December 2013.

one chief, two firefighters available in the winter and three firefighters available in the summer months. Other agencies that support the CFD and Cal Fire with mutual aide are the Placer Hills Fire District in Meadow Vista, and the Chicago Park/Peardale Fire Departments.

Police Protection

Currently, police protection in the City of Colfax is provided by the Placer County Sheriff's Office substation within the City Limits. The Sheriff's Office's substation in Colfax is located at 33 Main Street. The main Placer County Sheriff's Office is located at 2929 Richardson Drive in Auburn, California. The Placer County Sheriff's Office has a total of 232 sworn officers, including deputies such as 12 lieutenants, 38 sergeants, and five captains. The current ratio is approximately one sheriff per 12,500 residents in Placer County. The Sheriff's Office has a goal of one sheriff per 10,000 residents. The Placer County Sheriff's Office substation in the City of Colfax currently employs four deputies and one sergeant. All Special Teams (SWAT, Bomb Squad, K9, Air Ops, Hostage Negotiation, Mounted, Dive Team, Search and Rescue) from Auburn are available to the City of Colfax. The nearest California Highway Patrol station is located in the town of Gold Run and their units are made available to Colfax. The approximate response time for emergency situations within the City of Colfax is three to five minutes and the average response time to a non-emergency situation varies depending on the particular situation. According to the Placer County Sheriff's Office, the current substation location is believed to be adequate to accommodate the current population of Colfax. However, as Colfax develops outward, the necessity may arise in the future to construct new facilities in order to maintain acceptable response times. The City of Colfax and the Placer County Sheriff's Office are currently renovating a new station for the City of Colfax. The new station will be at 10 Culver Street. The projected move in date is around January of 2014. This move will not decrease response times, however the Sheriff's Office is adding on more volunteers to man the front counter and 5 days a week for 4 hours a day and installing a direct line phone to dispatch for when the office is not being staffed. This will provide better service to the City of Colfax.

In 2009, Union Pacific completed railroad track improvements which caused a 30% increase in train traffic through Colfax. The increased train traffic (both the number of trains and their length and speed) have resulted in increased traffic congestion waiting for the trains to pass. Delays to motorists after trains pass through downtown Colfax is exacerbated by the all-way-stop-sign at the Grass Valley/Main Street intersection. A 2010 traffic study concluded that the increased train traffic has adversely affected emergency vehicle response times. [Fehr & Peers April 22, 2010 Traffic Study Memorandum]

The proposed project is a policy-level document that does not include site-specific development plans. Although implementation of a successful Housing Element would be expected to induce long-term growth in the Colfax, the lack of site-specific development applications, including the location and design of projects makes evaluating the impacts of projects on the City's Fire and County's Sheriff Department difficult. However, future

development would be required to undergo project-specific review and pay appropriate Impact Fees related to public services, as well as adhere to General Plan goals and policies related to land use. Because the proposed project is a policy-level document that does not include direct development and because future development would be required to pay associated Impact Fees, a *less-than-significant* impact would result.

- c. Colfax Elementary School District (CESD) provides educational services for the City of Colfax. The Colfax ESD district has approximately 350 students.³ Colfax Elementary School is 24825 Ben Taylor Road located within the City of Colfax. CESD has a total of 50 staff employees and 20 certificated personnel. Portable classrooms are available on-site in the event of any overcrowding.

Colfax High School is part of the Placer Union School District. Colfax High School is located at 24995 Ben Taylor Road in the City of Colfax. According to school officials, the High School has approximately 662 students with a maximum capacity of 1,000 students.⁴ The High School has 25 staff employees and 32 certificated personnel. Colfax High School is expecting a decreased in enrollment for the fall semester in 2014.

In 1998, the State legislature passed Senate Bill (SB) 50, which inserted new language into the Government Code (Sections 65995.5-65995.7) authorizing school districts to impose fees on developers of new residential construction, in excess of the mitigation fees already authorized by Government Code 66000. School districts must meet a list of specific criteria, including the completion and annual update of a School Facility Needs Analysis, in order to be legally able to impose the additional fees. According to the District, Colfax Elementary School District is qualified to impose a fee of \$1.78 per square foot of new residential units constructed. The Placer Union School District states that the existing school developer fee is \$1.42 per square foot of new residential units constructed.

The proposed project is a policy-level document that does not include site-specific development plans. Although implementation of a successful Housing Element would be expected to induce long-term growth in Colfax, the lack of site-specific development applications makes evaluating the impacts of projects on school facilities difficult. Because future development projects would be required to pay impact fees and undergo project-specific review and comply with General Plan goals and policies related to school facilities a *less-than-significant* impact would result.

- d, e. The City of Colfax currently has a total of four parks totaling 3.26 acres. All local-serving park and recreation lands within the City are owned and operated by the City.⁵ The parks include a baseball field, a basketball court, a splash park, picnic areas, gazebos, and other amenities. The City of Colfax has adopted a standard, which requires three to five acres per 1,000 residents (Colfax General Plan Natural Environment Element p. 6-10). The Housing Element Update identifies an assigned growth need of 51 additional

³ Colfax Elementary School District, Kate Karlberg, December 2013.

⁴ Placer Union School District, Kristen Nave, December 2013.

⁵ City Clerk's Office, December 2013.

housing units for development through 2021. Future development anticipated in the Housing Element Update would increase the demand for additional parkland in the City. The proposed project is a policy-level document that does not include site-specific development plans. Although implementation of a successful Housing Element would be expected to long-term growth in the City, the lack of site-specific development applications makes evaluating impacts to park and recreational facilities difficult. All future residential development would be reviewed to ensure consistency with the Colfax General Plan, all applicable City ordinances, and the community's open space and recreational needs. Adherence to these measures would reduce impacts associated with this issue to a *less-than-significant* level.

XV. RECREATION. <i>Would the project:</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	✖	<input type="checkbox"/>

Discussion

- a, b. The City of Colfax currently has a total of four parks totaling approximately 3.26 acres. All local-serving park and recreation lands within the City are owned and operated by the City.⁶ The parks include a baseball field, a basketball court, a splash park, picnic areas, gazebos, and other amenities. The City of Colfax has adopted a standard, which requires three to five acres per 1,000 residents (Colfax General Plan Natural Environment Element p. 6-10). The Housing Element Update identifies an assigned growth need of 51 additional housing units for development through 2021. The Housing Element Update contains goals, policies, and programs rather than specific projects. Future development anticipated in the Housing Element Update would increase the demand for additional parkland in the City. The proposed project is a policy-level document that does not include site-specific development plans. Although implementation of a successful Housing Element would be expected to long-term growth in the City, the lack of site-specific development applications makes evaluating impacts to park and recreational facilities difficult. All future residential development shall be reviewed to ensure consistency with the Colfax General Plan, all applicable City ordinances, and the community's open space and recreational needs. Adherence to these measures would reduce impacts associated with this issue to a *less-than-significant* level.

⁶ City Clerk's Office, December 2013.

XVI. TRANSPORTATION AND CIRCULATION. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✗
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

a, b. Existing Traffic Deficiencies

The Housing Element Update identifies an assigned growth need of 51 additional housing units. The City currently has existing traffic deficiencies that could potentially be exacerbated by any future residential development proposed on the west side of the City (west of I-80). For several years morning and afternoon traffic flowing through the City of Colfax over State Route 174, So. Auburn Street and then across the Union Pacific Railroad (UPRR) tracks at Grass Valley Street cause unacceptable levels-of-service (i.e., grades of D, E and F) at three major City intersections (all of which are located on the west side of the City): South Auburn Street/SR 174 overcrossing; South Auburn Street/Central Street; and East Grass Valley Street/Main Street. [Fehr & Peers April 22, 2010 Traffic Study Memorandum] The City's General Plan currently requires a level-of-service grade of "C" or better. Until improvements are made to these intersections to alleviate these traffic deficiencies, proposed future residential development on the west end of the City could exacerbate the existing deficiencies and worsen the City's General Plan policy relating to acceptable levels-of-service. Evaluation of roadway and intersection

improvements by City Engineers is on-going. However, no circulation improvements have been approved and funded at this time.

Because the Housing Element is a policy-level document, the Element does not include site-specific designs or proposals that would enable an assessment of potential site-specific transportation impacts that may result with future housing development proposals. All future residential development would be reviewed to ensure consistency with all regional and local transportation plans and policies, the Colfax General Plan, and all applicable City ordinances. In addition, all proposals, both private and public, to develop new residential units would be subject to a project-specific environmental analysis. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.

- c. Development anticipated by the Housing Element Update involves the potential development of 51 housing units on vacant and underutilized parcels of land throughout the City. The anticipated amount of development would not result in any changes to air traffic patterns nor would the anticipated amount of development result in any substantial safety risks related to aircraft traffic. Therefore, the proposed project would have *no impact*.
- d. The Housing Element Update identifies an assigned growth need of 51 additional housing units through 2021. Any needed traffic improvements associated with the anticipated development would be constructed to the City's roadway safety standards. The increased amount of traffic associated with the anticipated development would not substantially increase hazards to motorist, pedestrians or bicyclists. Through the City's environmental review process, future development projects would be evaluated for potential safety impacts. Where needed, appropriate mitigation measures would be required to reduce potential impacts to a *less-than-significant* level.
- e. The Housing Element Update identifies an assigned growth need of 51 additional housing units through 2021. As described above, the current level of service deficiencies translate, on the west side of the City of Colfax to substantial delays, especially when morning and afternoon vehicular traffic is stalled at the UPRR tracks. Present estimates of delays can sometimes exceed 8 minutes, and such delays can significantly and adversely affect emergency vehicle response times. [Fehr & Peers April 22, 2010 Traffic Study Memorandum]

Because the Housing Element is a policy-level document, the Element does not include site-specific designs or proposals that would enable an assessment of potential site-specific transportation impacts that may result with future housing development proposals. Any future residential projects would be required to conform to traffic and safety regulations that specify adequate emergency access measures. Without specific details regarding each development, the adequacy of emergency access is impossible to determine with any precision. Future development projects would be evaluated to determine adequacy of emergency access prior to its approval. Therefore, the proposed project would have a *less-than-significant* impact to hazards resulting from design features.

- f. The City of Colfax contains access to several forms of alternative transportation such as buses, walking trails, and bike paths. The Housing Element Updated identifies an assigned growth need of 51 housing units by 2021. Because the Housing Element is a policy-level document, the Element does not include site-specific designs or proposals that would enable an assessment of potential site-specific impacts to alternative transportation that may result with future housing development proposals. Future development proposals would be required to provide for alternative modes of transportation. Therefore, the proposed project would have a *less-than-significant* impact.

XVII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	✗	<input type="checkbox"/>

Discussion

a, b, d, e.

Wastewater infrastructure is available to all the parcels within the City of Colfax. Collection system (WCS) and wastewater treatment plant (WWTP) capacity is discussed in more detail below. The available capacity during dry weather flow is sufficient for current and projected 20 year growth, based on information provided in the City's 2010 SECAP7. This same report identifies capacity deficiencies during 10-year, 36-hour storms due to inflow and infiltration (I&I); however, the City has completed two major I&I mitigation project to eliminate the deficiencies.

WWTP

The City of Colfax Wastewater Treatment Plant was originally built in 1978 with secondary treatment and irrigation fields. The plant was converted to a tertiary treatment facility in 2009. The plant is permitted by the Regional Water Quality Control Board, Central Valley Region, (RWQCB) under the National Pollution Discharge Elimination System (NPDES) permit, No. CA0079529, Order R5-2013-0045. Under the permit, the City is allowed to operate the WWTP at an average daily dry weather discharge flow of 0.275 million gallons per day.

Collection System Capacity Study

A Sewer Evaluation and Capacity Assurance Plan (SECAP) was completed by the City in 2010. The study analyzed the dry weather and wet weather flow in the wastewater collection system. Dry weather flows, which represent the demand on the collection system from its residential, commercial, and industrial users, was found to be insignificant relative to the wet weather flows. The system capacity is sufficient to handle current and future usage based on 20-year growth assumptions.

Sufficient capacity exists to support the development of an additional approximately 425 EDU's (including both commercial and residential), certainly sufficient to support the development of 51 housing units identified in the City's RHNA.

Water in the Colfax Planning Area is provided by the Placer County Water Agency. They have indicated that there is sufficient water availability to meet the needs of the Colfax Regional Housing Needs Assessment.

Construction anticipated by the Housing Element Update includes an assigned growth need of 51 housing units for development through 2021. Amending the City of Colfax General Plan to include the Housing Element Update would not result in any impacts to water and wastewater service because actions to implement the goals, policies, and programs included in the Housing Element must be consistent with the goals, policies, and standards established within the other elements of the General Plan. However, the City would continue to carefully review individual projects and work with utility providers to ensure that future projects do not result in localized or project specific utility impacts and ensure that each project is contributing a fair share financial contribution to the ongoing improvement of the public systems. Water and wastewater improvements are required as part of a building permit for most types of "new development." Therefore, the

7 City of Colfax Sewer Evaluation and Capacity Assurance Plan, Ponticello Enterprises, July 2010

Housing Element Update would have *less-than-significant* impacts to water and wastewater.

- c. Because the Housing Element is a policy-level document, the Housing Element does not include any site-specific designs or proposals that would enable an assessment of potential site-specific storm water runoff impacts that may result with future housing development proposals. Therefore, consistent with existing City regulations, a case-by-case design review of future housing projects would be carried out to ensure the safety of the future communities, and that future projects are consistent with all General Plan goals, objectives, and policies. Adherence to such requirements would reduce potential impacts associated with this issue to a *less-than-significant* level.
- f, g. Solid waste collection is a “demand-responsive” service and current service levels can be expanded and funded through user fees without difficulty. Future development would also coordinate with a certified waste hauler to develop curbside collection of recyclable materials within the City. All future development within the City would be required to comply with applicable elements of the California Solid Waste Reuse and Recycling Access Act of 1991. Future waste disposal needs cannot be accurately determined without site locations and specific project details. The volume of solid waste generated by the anticipated housing units set forth by the Housing Element Update is not anticipated to adversely impact landfills or other solid waste disposal facilities. Where needed, appropriate mitigation measures would be required under future environmental review of specific projects to reduce potential impacts to a level that is *less-than-significant*.

XVIII. MANDATORY FINDINGS OF <i>Would the project:</i>	SIGNIFICANT	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a. The proposed project is a policy-level document and does not include site-specific development proposals. All future development projects which would result in adverse environmental impacts that have not been previously assessed would be required to undergo site-specific environmental review, at which time the impacts to biological resources would be determined and mitigation would be required to reduce the project's impacts to a less-than-significant level. Therefore, the proposed project would have a ***less-than-significant*** impact to special-status species and sensitive natural communities.
- b. Development that converts rural areas to urban/suburban uses may be regarded as achieving short-term goals to the disadvantage of long-term environmental goals. However, long-range planning to establish policies, programs, and measures for the efficient and economical use of resources mitigates the inevitable impacts resulting from population and economic growth. Long-term environmental goals, both broad and specific, have been addressed previously in several environmental documents, such as the previous Housing Element and City of Colfax General Plan. The proposed project is a policy-level document and does not include site-specific development proposals. Future development projects would be subject to site-specific environmental review for both short-term and cumulative impacts, and implement any mitigation measures required to reduce those impacts to less-than-significant levels. Therefore, the impact related to the proposed project would be ***less-than-significant***.
- c. The proposed project is a policy-level document and does not include site-specific development proposals. Future development would be subject to project-specific and cumulative impact review. Therefore, the proposed project would not have any adverse effects on human beings, resulting in a ***less-than-significant*** impact.

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM10) ⁸	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM2.5) ⁸	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ⁹	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹⁰	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹⁰	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹⁰	—	
Lead ^{11,12}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹³	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹¹	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page ...

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.